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MARINE ATTACK SQUADRON
 Marine Aircraft Group 12
 1st Marine Aircraft Wing, FPO
 FPO, San Francisco 96302

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 5 March 1968
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From: Commanding Officer
 To: Commanding Officer, Marine Aircraft Group 12

Subj: Command Chronology

Ref: (a) GruO 5750.10

Encl: ✓(1) Command Chronology of Marine Attack Squadron 12
 1-29 February 1968.

1. In accordance with reference (a), enclosure (1) is submitted.
2. This letter is declassified upon removal of enclosure (1).

Leo J. LeBlanc
 LEO J. LEBLANC, JR.

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VMA-211

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VMA-211
COMMAND CHRONOLOGY
1-29 FEBRUARY 1968

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.1C

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ENCLOSURE (1)

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PART I. ORGANIZATION DATA

a. Squadron Staff.

LtCol Francis H. THURSTON	Commanding Officer	1-28 Feb 68
LtCol Lee H. LEMLANC Jr.	Commanding Officer	28-29 Feb 68
LtCol Frederick P. SALEMAN Jr.	Executive Officer	1-29 Feb 68
Major Carl F. BRIDSTROM Jr.	Operations Officer	1-29 Feb 68
Major William E. PARKER	Personnel Officer	1-29 Feb 68
Major Richard A. GUSTAFSON	Maintenance Officer	1-16 Feb 68
Major Vincent P. HART Jr.	Maintenance Officer	17-25 Feb 68
Major Gerald L. ELLIS	Maintenance Officer	26-29 Feb 68
Major Robert J. WIEDENMANN	Logistics Officer	1-29 Feb 68
Major Garry HANLAN	Aviation Safety Officer	1-6 Feb 68
Major Richard C. NEFFMAN	Aviation Safety Officer	7-29 Feb 68
1stLt Mark J. REINERT	Intelligence Officer	1-29 Feb 68
Capt Charles G. BOWEN	Intelligence Officer	21-29 Feb 68
Lt(MC) Robert J. MOORE	Flight Surgeon	1-29 Feb 68
SgtMajR Robert W. BAXTER	Squadron Sergeant Major	1-29 Feb 68

b. All Combat Operations during the reporting period of 1 February thru 29 February 1968 were conducted from Chu Lai, Republic of Vietnam.

c. Average Monthly Strength:

USMC Officers	26
USMC Enlisted	155
USN Officers	1
USN Enlisted	0

d. Important Visitors to the Command.

1. Brigadier General R. P. KELLER - 18 February 1968. Informal visit to the Squadron Flight Operations area.

2. Major General M. J. ANDERSON - 28 February 1968. Change of Command ceremony and awards ceremony.

PART II. NARRATIVE SUMMARY

a. VM-211 started this reporting period realizing the challenge of carrying on normal combat operations under the duress of a previous rocket attack on the morning of the 31st of January. Extensive damage to the hangar necessitated relocation of all maintenance and material sections. Portable canvas hangars were erected and used as working spaces. A portable power unit supplemented by emergency lanterns aided in carrying out

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night operations. The increased efforts of HHS, HNS and HNS-12 supply to render service to the squadron during this reporting period were realized and appreciated.

b. From the 1st through the 15th of February, the normal work load of approximately 70% of the squadron's enlisted personnel was doubled due to the necessity of manning the perimeter and squadron defensive positions, while still carrying out the flight missions of the squadron. Although the squadron flew 80 combat hours less this month than last, the average pilot usage increased 10%. Fifteen pilots assigned to Marine Aircraft Group Twelve supplemented the squadron's flight operations by flying 206 combat sorties during the month. During the period from the 16th to the 29th, squadron pilot availability dropped to a low of twelve pilots. This low is attributed to transfers and necessary refresher schools held out of country.

c. Aircraft availability was maintained at over 70% during the reporting period even though 7 of the 19 "Alpha" status aircraft were down for a period of time after receiving hostile fire. One of these was stricken on the 25th due to extensive battle damage followed by ejection.

d. A total of 240 missions were flown in direct support of specific ground operations in DTZ. During inclement weather in the target areas, part of these missions were carried out by coordination with an A-1H on F-104 type deliveries. The majority of the missions were flown in support of operation Seaford. Other operations supported were Nigra, Lancaster, Kentucky, Napoleon, Selma, New City, Wheller/Wallace, and Job Street. Significant were the sorties flown on the 21st and 22nd in support of operation New City which enabled Marine ground forces to breach the enemy held wall within the city. During this reporting period missions were also flown into the Acha Valley and north of the DMZ.

e. On the 28th of February, LtCol F. H. THORNTON was relieved as C. O. by LtCol L. J. LESLIE Jr. in a ceremony held in the squadron flight operations area. MajGen H. J. ANDERSON was on hand as guest of honor and also presented awards to squadron pilots and enlisted men.

PART III. SIGNIFICANT EVENTS**a. Personnel:**

1. **Administration.** During this reporting period the squadron gained 4 Officers and 17 Enlisted men. Thirteen Officers and 24 Enlisted men were transferred during the month of February.

2. **Promotions.** The following promotions were effected:

- 1 Staff Sergeant to Company Sergeant
- 1 Sergeant to Staff Sergeant

3. **Awards.** The following awards were presented:

There were 9 Air Medals awarded during February 1968
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b. Air Operations

1. The following is a summary of the hours and sorties flown during the month of February:

Combat Sorties	<u>876</u>
Non-Combat Sorties	<u>36</u>
Combat Hours	<u>1,024.3</u>
Non-Combat Hours	<u>46.1</u>
Night Hours	<u>404.6</u>
Actual Instrument Hours	<u>160.4</u>
Total Hours	<u>1,070.4</u>
TPQ Sorties	<u>587</u>
GAS Sorties	<u>223</u>
DAS Sorties	<u>48</u>
Helicopter Escort Sorties	<u>16</u>
Landing Zone Prep Sorties	<u>2</u>
Hostile Fire Missions	<u>125</u>

2. The following is a summary of the ground operations supported and the number of missions flown in their support:

Niagara	<u>220</u>
a. Scotland	<u>153</u>
b. Lancaster	<u>66</u>
Kentucky	<u>19</u>
Napoleon	<u>8</u>
Saline	<u>3</u>
Hue City	<u>10</u>
Wheeler/Wallowa	<u>1</u>
Job Stuart	<u>3</u>

3. There were 73 missions flown into the Ashau Valley and 74 missions flown into or north of the IMZ.

4. Seven aircraft received combat damage due to hostile fire. Three of these occurred during support of Operation Hue City on the 22nd of February.

c. Logistics.

1. During the month of February, the squadron hit a new low for AOCF's of six. This was also a new low in MAG-12 for an operating squadron.

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2. The Pre-Expend bins now have many new items with more on order. The bins now have been moved to the back of Material and will be opened twenty-four hours a day.

3. All INML gear on order is in the process of being followed-up by message.

d. Aircraft Maintenance.

1. General. The Maintenance Department completed 1,125 separate unscheduled maintenance actions in direct support of flight operations. The major problem areas for the month were lack of personnel, J52P6A engines, and repairs to battle damaged aircraft.

2. The Maintenance Department was headed by Major R. A. GUSTAFSON 1-16 February 1968, Major V. P. HART, JR. 17-25 February 1968, and Major G. L. ELLIS 26-29 February 1968 with Major G. H. BRAMAN as assistant Maintenance Officer.

3. Normal NOR Percentages (IAW OPNAVINST 5442.4A)

Operationally Ready	75%
NORS	15%
NORM	10%

NOR Percentage for WMA-211 for February 1968

Operationally Ready	65%
NORS	11%
NORM	24%

Comments on NORS/NORM percentages

(a) NORS. No comments.

(b) NORM. Excessive NORM time was due to battle damaged aircraft, working space in hangar area due to attack 31 January 1968, and lack of personnel.

4. AACP's. 102 AACP's were requisitioned for a daily average of 4 outstanding each day. A high of 23 AACP's was reached on 24 February 1968, with a low of 6 on 12 February 1968. The month ended with 9 AACP's outstanding. The "High 5" items were:

F3H	NOMENCLATURE	NO.
DM1095-719-7361-BDGA	BOX ASSEMBLY	10
RQ6610-597-3095-VAJI	ACCELEROMETER	4
RQ6620-871-0592-VTFQ	F/F TRANS	4
RQ1660-587-5061-Y120	REGULATOR	4
RN1560-854-5348-ADGA	SCUPPER ASSY.	4

5. Present Status of Aircraft

A10	A1B	D5	HQ
12	7	3	1

The average aircraft availability for the daily morning launch during February was 11 aircraft for 71% of A1 aircraft.

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6. Aircraft Damage for February.

1 Feb 68 BuNo 151078-empennage and left aileron damage by hostile fire.
 7 Feb 68 BuNo 150046-small hole in rudder.
 10 Feb 68 BuNo 151189-round through intake and engine.
 22 Feb 68 BuNo 150031-1 small arms round L/R vertical stabiliser 3/4 of the way up vertical stabiliser.
 22 Feb 68 BuNo 151993-2 rounds through nose section (small arms)
 1 round through elevator starboard side (small arms)
 22 Feb 68 BuNo 151078-1 round through centerline tank and up into main fuselage and 1 round port wing (small arms)
 25 Feb 68 BuNo 150104-crashed and stricken
 28 Feb 68 BuNo 152046-1 small arms round through center wing into fuselage.

7. Personnel. On February 29, 1968 there were 142 personnel assigned and 103 effective. Expected losses in March 1968 are 7.

8. Aviation Ordnance. The following ordnance was expended in combat operations during the month of February:

NALS	NOMENCLATURE	QUANTITY
	MX1X Smoke Tank (75)	24
	CS	78
	2.75" FFAR	190
	5.00" FFAR (Fuel)	253
K184	OSU 24/3	90
K144	MX77 Fire Bomb	340
K107	Bomb ANM59A1	27
M493	Bomb ANM117A1	367
M465	Bomb MX81	2393
M482	Bomb MX82	2535
A806	200M	5335

TOTAL TONNAGE 1401.3

TOTAL POUNDAGE 2,802,747

f. Casualties. There were no combat casualties during the reporting period. One combat injury was received as a result of direct enemy action. This injury occurred during an ejection from a battle damaged aircraft on the 25th of February resulting in hospitalization and transfer of the pilot.

g. Civil Action. The squadron continued support of a school in the village of Li Tish. Presently, repairs are being made to the building and needed educational items are being procured.

h. Ground Defense. The previous squadron drills were effectively put to use during the first 12 days of February. During this time, the bunkers in the squadron area were reinforced and some were relocated for more strategic defenses.

i. Communications. All communication instruments at the squadron flight line were unusable following the rocket attack of the 11st of January. A partial reconstruction was completed by the end of the 1st of February and all communications were

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again in operation by the 6th. Due to the realization that communications would be necessary from a defensive position, a comm-line was connected separately to the flight lines' main bunker. At this time, two-way UHF radios are not available for this use.

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